

Education and Discontent.

One of those writers who in the last century explained, with infinite satisfaction to themselves, the whole theory of the providential government of mankind, expressed his delight in contemplating the ignorance of the poor. Those born to "poverty and the drudgeries of life" found in it "the only opiate capable of infusing that insensibility which can enable them to endure the misery of the one and the fatigues of the other."

Assuming, then, that the extension of education is an unmitigated good, the reformers have an admirable justification. But, it is still asked, though rather in private than on platforms, is there not some danger in this education? We have given the people power, we are now going to give them the strongest reason for discontent. We are about to make every artisan and every ploughman in the kingdom feel that he is above his work, and, as some people add, we are about to do this without taking any precautions for encouraging that religious teaching which is the best security for maintaining order and morality.

Discontent is so far from being an unmitigated evil that it is the necessary condition of all reform; if we could only teach the working classes to be heartily discontented with the ordinary national school they would speedily have something better; if they are to repose unlimited confidence in their spiritual and temporal rulers, they will remain ignorant, stupid, and wretched till doomsday. The impulse to an effectual reform may come from above; but, unless it is encouraged by a widely spread discontent among the persons most affected, it will be speedily and conclusively checked by the profound complacency of the comfortable classes.

Also, a large and splendid assortment of new styles of Photograph Albums made in the usual manner. No. 336 CHESTNUT STREET, Philadelphia.

12th. Why are midshipmen and "cadet engineers" pumped full of Isherwood on Steam? 13th. Did not Admiral Isherwood protest against the payment of patent fees on Martin's boiler and Sewell's condenser? 14th. If so, why? If no, why? 15th. Taken altogether, cannot Lenthall and Isherwood heat the world in constructing a steam vessel of war? 16th. If no, why not?

EDUCATIONAL. LAW SCHOOL OF HARVARD UNIVERSITY, CAMBRIDGE, MASS. Second Term 1869-70 begins 21st February, 1870. INSTRUCTORS AND TOPICS. Domestic Relations, Equity Pleading, and Evidence. Charles C. Langdell, A. M., Domestic Relations. Charles C. Bradley, LL. D., Lecturer.—Law of Real Property. John C. Gray, A. M., Lecturer.—Criminal Law, Wills, and Administration. John C. Gray, A. M., Lecturer.—Jurisprudence of the United States and Bankruptcy. The instruction is given for the reception of new students in written and oral discussion of subjects, and preparation of pleadings. It is the most complete in the United States, and in some departments unequalled; it covers a course of about 16,000 volumes, and admissions are constantly being made. The fees are \$50 per term, and \$25 for one-half or any smaller fraction of a term. No extra charges. For admission to the school, catalogue, circulars, or any information, address J. A. L. WHITTIER, Registrar.

AMERICAN CONSERVATORY OF MUSIC, No. 102 WALNUT ST. No. 32 North BROAD ST. Books are now open for the reception of new students for the Spring Quarter. Early application will secure choice of hours. 211 1/2.

MISS SUSAN GALTON BEGS TO ANNOUNCE that she will give instruction in French, Italian, and Spanish. Term beginning March 1. Address, care of W. H. Borer & Co., No. 112 CHESTNUT STREET. 124 1/2.

PIANOS. STEINWAY & SONS' PIANOS. BLASIUS BROS., No. 1006 CHESTNUT STREET, PHILADELPHIA. ALBRECHT, RIKKES & SCHMIDT, MANUFACTURERS OF FIRST CLASS PIANO-FORTES. Full guarantee and moderate prices. WAREHOUSES, No. 610 AROH Street.

HARDING'S EDITIONS. THE HOLY BIBLE. FAMILY, PULPIT, AND PHOTOGRAPH BIBLES. WEDDING AND BIRTHDAY PRESENTS. ALSO, PRESENTATION BIBLES FOR CHURCHES, CLERGYMEN, SOCIETIES AND TEACHERS, ETC.

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STRENGTH, BEAUTY, CHEAPNESS COMBINED! HARDING'S PATENT CHAIN-BACK PHOTOGRAPH ALBUMS. For Wedding, Holiday, or Birthday Presents, these Albums are particularly adapted. The book trade and dealers in fancy articles will find the most extensive assortment of Photograph Albums in the country, and superior to any heretofore made. For great strength, durability, and cheapness, Harding's Patent Chain-back Albums are unrivalled. Purchasers will find it greatly to their advantage to examine these new lines of goods before making up their orders for stock.

TO ALL WANTING FARMS IN A LOCALITY Exempt from Fevers, and Lung Complaints.—To Farmers, Horticulturists, Mechanics, Capitalists, Gentlemen of Leisure, Invalids, and all wanting a homestead in a climate of unsurpassed salubrity, exempt from the rigors of a Northern winter, and in close connection with the commercial centres of the South. Few if any sections offer such a combination of inducements as the town of Aiken, S. C., and its vicinity for a desirable and permanent home. A pamphlet of 64 pages now ready, containing a description of the climate, soils, and the nature of the products in the vicinity of Aiken, especially fruit, cereals, cotton, corn, vegetables, etc., including extracts from letters of distinguished visitors, correspondents, action of town councils inviting emigrants, etc., to which is added a descriptive list of property for sale, including improved farms, orchards, vineyards, water powers, kaolin deposits, unimproved lands, and town residences. For sale by E. J. C. WOOD, Real Estate Agent, Aiken, S. C. The book will be sent by mail on receipt of price, 20 cents. Address J. C. DERBY, Publisher, P. O. Box No. 1489, New York, until 1st of February, after that date at Aiken, S. C. 117 1/2.

WIRE WORK. GALVANIZED and Painted WIRE GUARDS, store fronts and windows, for factory and warehouse windows, for churches and cellar windows. IRON and WIRE RAILINGS, for balconies, offices cemetery and garden fences. Liberal allowance made to Contractors, Builders and Carpenters. All orders filled with promptness and work guaranteed. ROBERT WOOD & CO., No. 1136 RIDGE Avenue Philadelphia.

RAILROAD LINES.

1869.—FOR NEW YORK.—THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANIES' LINES FROM PHILADELPHIA TO NEW YORK AND WAY STATIONS. FROM WALNUT STREET DEPOT. At 6:00 A. M., via Camden and Amboy Accommodation, 3:30 P. M., via Camden and Amboy Express, 3:30 P. M., for Amboy and intermediate stations. At 6:30 A. M. and 1 P. M., for Freehold. At 8 A. M. and 3 P. M., for Long Branch and points on R. and D. B. R. At 8:30 A. M., 11 A. M., 2 P. M., 3:30 P. M., and 4:30 P. M., for Trenton. At 6:30, 8, and 10 A. M., 12 M., 2:30, 4:30, 6, 7, and 11:30 P. M., for Bordentown, Florence, Burlington, Beverly, and Delaware. At 6:30 and 10 A. M., 12 M., 2:30, 4:30, 6, 7, and 11:30 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Plain House. At 8 A. M. and 3 P. M., for Riverton. The 11:30 P. M. train leaves Market Street Ferry, (upper side).

FROM PENNSYLVANIA DEPOT. At 7:00 A. M., via Camden and Amboy, for Trenton and Bristol, and 10:45 A. M. and 6 P. M., for Bristol. At 7:00 A. M., 9:30 and 5 P. M., for Morrisville and Tintonville. At 7:00 and 10:45 A. M., and 2:30, 5, and 6 P. M., for Schenck's and Edgington. At 7:00 and 10:45 A. M., 2:30, 4, 5, and 6 P. M., for Cornwall, Porterdale, Holmesburg, Tacony, Wissinoming, Bridgeburg, and Frankford, and at 8:30 P. M., for Holmesburg and intermediate stations. 1870. Via Connecting Railway. At 7, 9:30 and 11 A. M., 1:30, 4, 6:45, and 12 P. M., New York Express Lines, via Jersey City, Fair, 6:30. At 11:30 P. M., Emigrant Line. Fare, \$1. At 7, 9:30, and 11 A. M., 1:30, 4, 6:45, and 12 P. M., for Trenton. At 7, 9:30, and 11 A. M., 4, 6:45, and 12 P. M., for Bristol. At 12 P. M. (Night), for Morrisville, Tintonville, Schenck's, Edgington, Cornwall, Porterdale, Holmesburg, Tacony, Wissinoming, Bridgeburg, and Frankford. The 9:30 A. M., 6:45 and 12 P. M. Lines will run daily, all others, Sundays excepted.

DELaware RAILROAD LINES. At 7:00 A. M., via Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Oswego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Monroe, Wickburg, Seneca, Stroudsburg, Water Gap, Schooley's Mountain, etc. At 5:30 A. M. and 3:30 P. M., for Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for March Chunk, Allentown, Bethlehem, etc. At 11 A. M., from West Chester, Depot and 5 P. M., from Kensington Depot, for Lambertville and intermediate stations. CAMDEN AND BURLINGTON COUNTY AND FENBERTON AND HIGHTSTOWN RAILROADS. FROM MARKET STREET FERRY (UPPER SIDE). At 7 and 10:30 A. M., 3:30, 6:30, and 9:30 P. M., and on Thursday and Saturday nights at 11:30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hightstown, and Camden. At 7 A. M., 9:30 and 4:30 P. M., for Lambert and Medford. At 7 and 10 A. M., 1, 3:30, and 5 P. M., for Smithville, Evansville, Vincenton, Birmingham, and Fenberton. At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Hope, and 4:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornersburg, Cream Ridge, Imbler, and Hightstown. At 7 A. M., 11:30 A. M., and 3:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornersburg, Cream Ridge, Imbler, and Hightstown. At 7 A. M., 11:30 A. M., and 3:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornersburg, Cream Ridge, Imbler, and Hightstown.

PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD. TIME TABLE. On and after MONDAY, Nov. 22, 1869. Leave Philadelphia at 6:15, 8, 9:45, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M. Leave Germantown at 6:15, 8, 9:45, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M. Leave Norristown at 6:15, 8, 9:45, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M. The 8:20 down train and 8:45 up train will not stop at the Germantown Branch. ON SUNDAYS. Leave Philadelphia at 9:15 A. M., 2, 4:05, 7, and 10:45 P. M. Leave Germantown at 8:15 A. M., 1, 3, 6, and 9:45 P. M. CHESTNUT HILL RAILROAD. Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3:45, 5:45, 7:30, and 11 P. M. Leave Chestnut Hill at 7:30, 9:40, 11:40 A. M., 1:40, 3:40, 5:40, 7:40, and 10:40 P. M. ON SUNDAYS. Leave Philadelphia at 9:15 A. M., 2 and 7 P. M. Leave Chestnut Hill at 7:30, 9:40, 11:40, 1:40, and 6:45 P. M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia at 6:15, 8, 9:45, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M. Leave Norristown at 6:15, 8, 9:45, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M. The 7:30 A. M. train from Norristown will not stop at Moxeg's, Potts Landing, Domino, or Schuylkill. The 4 P. M. train from Philadelphia will stop only at Schuylkill and Conshohocken. ON SUNDAYS. Leave Philadelphia at 9 A. M., 2:45, 4, and 7:45 P. M. Leave Norristown at 8:15, 11:15, and 9 P. M. FOR MANAYUNK. Leave Philadelphia at 6:15, 7:30, and 11:05 A. M., 1:35, 4:45, 5:45, 6:45, 7:45, 8:45, 9:45, 10:45, 11:45 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, and 11:45 P. M. ON SUNDAYS. Leave Philadelphia at 9 A. M., 1:35, 4, and 7:45 P. M. Leave Manayunk at 7:45 A. M., 1:35, 4, and 9:45 P. M. PLYMOUTH RAILROAD. Leave Philadelphia at 6:15, 8, 9:45, 10, 11, 12 A. M., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M. Leave Plymouth at 6:45 A. M., 4:45 P. M. W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

NORTH PENNSYLVANIA RAILROAD.—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS. PHILADELPHIA, ALLENTOWN, MAUCH CHUNK, PITTSBURGH, POTTSVILLE, YORK, SCRANTON, AND INTERIOR NEW YORK, BUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA. WINTER ARRANGEMENT. Taken effect November 22, 1869. Fourteen daily trains leave Depot, corner BERRS and AMERICAN Streets, (Sundays excepted), as follows: At 5:00 A. M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverly, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West. At 9:45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and points on the Lehigh Valley Railroad, New Jersey Central and Morris and Essex Railroads. At 1:45 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton. At 6:00 P. M. for Bethlehem, Easton, Allentown, Mauch Chunk, Pittston, Hazleton, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West. For Doylestown at 5:45 A. M., 2:45 and 4:15 P. M. For Fort Washington at 7:30 and 10:45 A. M., and 11:30 P. M. For Abington at 1:15, 5:30, and 8 P. M. For Lansdale at 6:30 P. M. Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new Depot. TRAINS ARRIVE IN PHILADELPHIA. From Bethlehem at 9 A. M., 1:15, 4:40, and 8:20 P. M. From Allentown at 8:30 A. M., 4:30 and 7:05 P. M. From Lansdale at 7:30 A. M. From Fort Washington at 9:25, 10:35 A. M., and 2:30 P. M. From Abington at 9:35, 6:45, and 9:30 P. M. ON SUNDAYS. Philadelphia for Bethlehem at 9:30 A. M. Philadelphia for Doylestown at 1 P. M. Bethlehem for Philadelphia at 4 P. M. Tickets sold and baggage checked through at Mann's North Pennsylvania Baggage Express Office, No. 106 S. FIFTH STREET. 111 ELLIS CLARK, Agent.

WEST JERSEY RAILROADS. COMMENCING PURSANT TO A RESOLUTION PASSED FEBRUARY 18, 1869. Leave Philadelphia, foot of Market Street (Upper Ferry), at 5:15 A. M., for Bridgeton, Salem, Millville, Vineland, Swedesboro, and all intermediate stations. 8:15 P. M., Mail, for Cape May, Millville, Vineland, and way stations below Glassboro. 8:30 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations. 9:30 P. M., Woodbury, Glassboro, and Clayton accommodation. Freight train for all stations leaves Camden daily, 12:15 P. M. Freight train for Philadelphia at Philadelphia at second covered wharf below Walnut street. Freight delivery at No. 233 South DELAWARE Avenue. Commutation Tickets at reduced rates between Philadelphia and all stations. RATHA TRAIN FOR CAPE MAY. (SUNDAY EXPRESS.) Leave Philadelphia, 8:15 A. M. Leave Cape May, 1:10 P. M. W. M. J. SEWELL, Superintendent. September 16, 1869.

ALEXANDER G. CATTELL & CO. FRODOY AND COMMISSION MERCHANTS, No. 34 NORTH WALNUT STREET, PHILADELPHIA. 339 ALEXANDER G. CATTELL, General Superintendent.

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE VARIOUS TRAINS TO THE INTERIOR OF PENNSYLVANIA, SCHUYLKILL, SUSQUEHANNA, LUMBERLAND, AND WYOMING VALLEYS, THE NORTH, NORTHWEST, AND THE CANADIAN. WINTER ARRANGEMENT. Of Passenger Trains, December 1, 1869. Leaving the Company's depot at Thirtieth and Callowhill streets, Philadelphia, at the following hours: MORNING ACCOMMODATION. At 7:00 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaving Reading at 6:45 P. M.; arrives in Philadelphia at 9:30 P. M. At 8:30 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinesboro, Tamama, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc. The train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lehigh Valley train for Harrisburg, etc.; and PORT JEFFERSON RAILROAD trains for York, Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Reading and Susquehanna Railroads for Northumberland, Williamsport, York, Chambersburg, Pinesboro, etc. AFTERNOON EXPRESS. Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc. Leaves Pottsville at 4:45 P. M.; arrives in Philadelphia at 6:15 P. M. READING AND POTTSVILLE ACCOMMODATION. Leaves Pottsville at 5:40 A. M. and Reading at 7:30 A. M. Morning Express leaves Reading for Philadelphia at 10:30 A. M. Returning, leaves Philadelphia at 4:45 P. M.; arrives in Reading at 7:40 P. M., and at Pottsville at 9:30 P. M. Trains for Philadelphia leave Harrisburg at 8:40 A. M., 12:30 P. M., and 4:30 P. M., arriving in Philadelphia at 1 P. M., and Pottsville at 2:45 P. M., arriving at Philadelphia at 4:45 P. M. Accommodation leaves Reading at 7:15 A. M. and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation south west, Syracuse, Great Bend, Monroe, Wickburg, Seneca, Stroudsburg, Water Gap, Schooley's Mountain, etc. At 5:30 A. M. and 3:30 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for March Chunk, Allentown, Bethlehem, etc. At 11 A. M. from West Chester, Depot and 5 P. M., from Kensington Depot, for Lambertville and intermediate stations. CAMDEN AND BURLINGTON COUNTY AND FENBERTON AND HIGHTSTOWN RAILROADS.

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PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE. Trains will leave Depot, Broad Street and Washington Avenue as follows:—Way Mail Train at 9:30 A. M. (Sundays excepted) for Baltimore, stopping at Chestertown, Perryville, Havre-de-Grace, Aberdeen, Pottsville, Edgewood, Magnolia, Chase, and Stemmer's Run. Night Express at 11:30 P. M. (daily, for Baltimore and Havre-de-Grace, stopping at Chestertown, Perryville, Havre-de-Grace, Aberdeen, Pottsville, Edgewood, Magnolia, Chase, and Stemmer's Run. Express Train at 6:30 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle. Express Train at 6:30 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Chestertown, Perryville, Havre-de-Grace, Aberdeen, Pottsville, Edgewood, Magnolia, Chase, and Stemmer's Run. Night Express at 11:30 P. M. 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